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82 HUSTLE & FLOW

MagnaFlow Performance Exhaust Install

Departments

- 6 EDITORIAL
- **40** ROLL PLAYERZ
- **50** Tanks & Tails
 - **60** KONNECTED
- **62 ON THE SCENE**
- **86** LOWRIDER BICYCLE
 - **96 WEB EXCLUSIVE**
 - 98 PRODUCTS

22 ALBUQUERQUE CAR SHOW AND CONCERT

44 LUCHA LIBRE ART SHOW

10 1959 CHEVY IMPALA CONVERTIBLE

The Antidote

18 1996 CHEVY S-10 Gumby's S-10

30 1967 CHEVY IMPALA

Cesar's Palace

36 1949 CHEVY 3100 Stake Your Claim

46 1957 CHEVY BEL AIR CONVERTIBLE Dream Catcher

54 1938 CHEVY CABRIOLET Piece Offering

66 1958 CHEVY IMPALA

Highway to Heaven

88 1984 BUICK REGAL

It's All Relative







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Editor's letter

PAYING IT FORWARD: THE COST OF FREEDOM

hen you get to a certain age, just waking up in the morning is a blessing in itself. But when you look at the overall picture, it's a blessing to be able to charge up your batteries, take a bumper in for chrome, or to have your ride reassembled just so you can enjoy a Sunday cruise. But what gives us the ability to do all this? Well, there are many factors to consider. Finance gives us the stability to pay for our passions, health gives us the ability to do so, but in the end it's freedom that ultimately gives us the liberty to pretty much do everything we want – at least within the law.

Yet the one thing many of us take for granted is the fact that there is someone paying the price to secure the blessing of freedom. The soldiers who protect our freedom are the heroes who grant us this security. Take Miguel Alatorre as a prime example. Miguel was stationed in Afghanistan when multiple IEDs went off near his convoy. The aftermath of the bombing left him injured, but when his fight-or-flight response kicked in, he chose to continue and fight to complete their mission.

In the end, Miguel would eventually receive a medical discharge and come home, but not before receiving two medals. One was the Purple Heart, which is given to soldiers (or the family of soldiers) who are "wounded or killed in any action against an enemy of the United States," and he also received the "Bronze Star," which is awarded to those who have proved

valor and "Heroic or meritorious achievement or service."

While these medals may serve as a testament and honor to his service, the one thing they cannot erase or replace are the emotional scars and physical damage he has endured. In short, life changes when you come back. You have to get acclimated to a life without war and the threat of death. It's a long and laborious task, but part of his therapy was to focus on building this '59 Impala rag we have the honor of displaying on this issue's cover.

We lowriders have to be proud of a man who came home from a successful mission. It was a mission where the consequence could have easily been death, but as he took on his next mission of building this classic rag, it was his therapy and a way he could begin to enjoy his freedom again; a freedom only he and our military soldiers understand. As a member of the Klique Car Club, this build is one that was dedicated to all troops representing our country. It's also a build that will proudly represent all car clubs for his courage, ventures, and virtues, so when you see this hero cruising around with his family in San Diego be sure to throw him up the deuce.

IN THIS ISSUE:

Just recently, The Land of Enchantment became the Albuquerque Convention Center when the Lowrider Rig made the front of this very historic building its rest stop. Artemis Promotions along with LOWRIDER Magazine brought back the glory days as the best of the best filled up the show with quality and award-winning show cars. Joe Moreno and the Artemis Promotions staff showed off their New Mexico pride as they orchestrated a show that can definitely hang with the best.

For me personally, I have to say that out of all the 10 shows I have attended and exhibited in New Mexico, this show was probably the best I have seen. Now those who know me will be the first to tell you that I can sometimes argue where the capital of lowriding is, but let's just say that New Mexico showed us a good argument, but I'm just waiting to see if they can back it up again.

TCI frame and project '53 truck: We'll be showcasing this epic build of a literal frame-off resto. In this particular build, we literally scrapped the factory frame and upgraded it with a brand-spanking-new TCI frame along with all the modern-day upgrades.

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THIS '59 RAG IS A WORKING METAPHOR FOR ITS VETERAN OWNER'S APPROACH TO BUILDING CARS

By Phil Schwartze Photos by Beto Mendoza

e often lose sight of how good we have it. Going to car shows, spending time with family, having a healthy and stable life. Those opportunities come at the behest of people in our armed forces putting themselves in harm's way so we can enjoy those things. The soldiers out earning their checks by defending our freedom don't ever seem to get the credit they deserve, and when tragedy strikes, it can probably feel like

the most thankless job in the world.

While Miguel Alatorre was deployed in Afghanistan, he was injured when multiple IEDs struck his gun-truck. He was lucky to be alive, and although injured, Miguel stayed in the fight. When he was eventually given a medical discharge, the emotional scars compounded the physical ones and the transition back to civilian life was not easy. Miguel had previously built a '64 Impala

after his first tour to help him cope with the stress he'd been through and thought it'd be therapeutic to take on another project. He set out to find his dream car - a '59 Chevy Impala convertible.

Miguel found this one online and showed his friend, Miguel Aguirre, who told him that he in fact had built a model of this car as a kid and it was what got him into lowriding. The car previously traveled under the name "Poison"











until it disappeared from the show scene. The car was running, but the interior was missing and the purple paint was old and faded. Miguel decided to keep the car true to its history, but add some touches that he felt reflected his personality. The new name it was given, "The Antidote," seemed like not only a befitting title for its second go-around as a show car, but the build truly became the remedy that the Purple Heart-decorated owner was looking for to stay focused on something positive.

For suspension, Miguel kept much of it the same, but the wrapped frame was powdercoated to offset a lot of the chrome. A shock tower bridge on the frame was added

for more support, along with reinforced stress points. A custom '58 Impala wishbone and Lincoln Versailles rearend were also added with stainless tubing all around. Molded control arms with '70 Impala spindles and brakes are connected to a CPP master cylinder and booster. The '85 Chevy 350 and TH350 the car came with were dressed up a bit with an MSD HEI ignition, Griffin radiator, Hooker headers, and a K&N air cleaner. A two-piece driveshaft with slip yokes was also added. Work was done by Miguel Aguirre.

Four batteries power two Pro Hopper pumps, three LA square dumps, and four switches for the 6-inch front and 8-inch

rear cylinders all running through stainless hardlines. It was installed by Carrot's Hydraulics in San Diego. Rolling on 72-spoke cross-laced Zeniths with Premium Sportway 5.20s, it's looking as old school as ever. Miguel wanted to keep with the original purple theme, but have it redone and patterned out to liven it up a bit. Robert Ceniceros and Sal Manzano at Riviera Brothers in Chula Vista, California, shot the car in House of Kolor Deep Candy Purple and did the amazing patterning. The convertible top was redone in Stayfast plum purple with the "gangsta" back window and a chrome-plated rack. The interior was done up similar to the original





'59 pattern and adorned with custom purple carpet, seat covers, and door panels by Klique Customs in San Diego. Dakota Digital gauges light up the dash, while a Kenwood head unit, Rockford Fosgate amps, Beyma speakers, and a Rockford Fosgate subwoofer keep the tunes rolling in. Work was done by Ronnie's Electronics in National City, California. The car was finished in 10 months and debuted at the

Klique 50th anniversary party and couldn't have been more well received. Miguel thinks there's still more to do on the car, but believes it's been about as close to a cure as possible to be able to channel all this thoughts into this effort. Thanks goes to his wife Bonnie, sons Joshua. Jacob, and daughter Crystal, as well as Robert Ceniceros, Miguel Aguirre, Sal Manzano, Oscar Pelayo, Zach Tackett, and Israel Serrano.

"Lowriding has changed my life and this car is dedicated to soldiers who serve. I finally get to make up for lost time with my family by going cruising and that's when I'm most relaxed. It's been a blessing working on this car to help me get through what I'm going through." Well said, Miguel. Thank you for defending our freedom. You truly deserve this.











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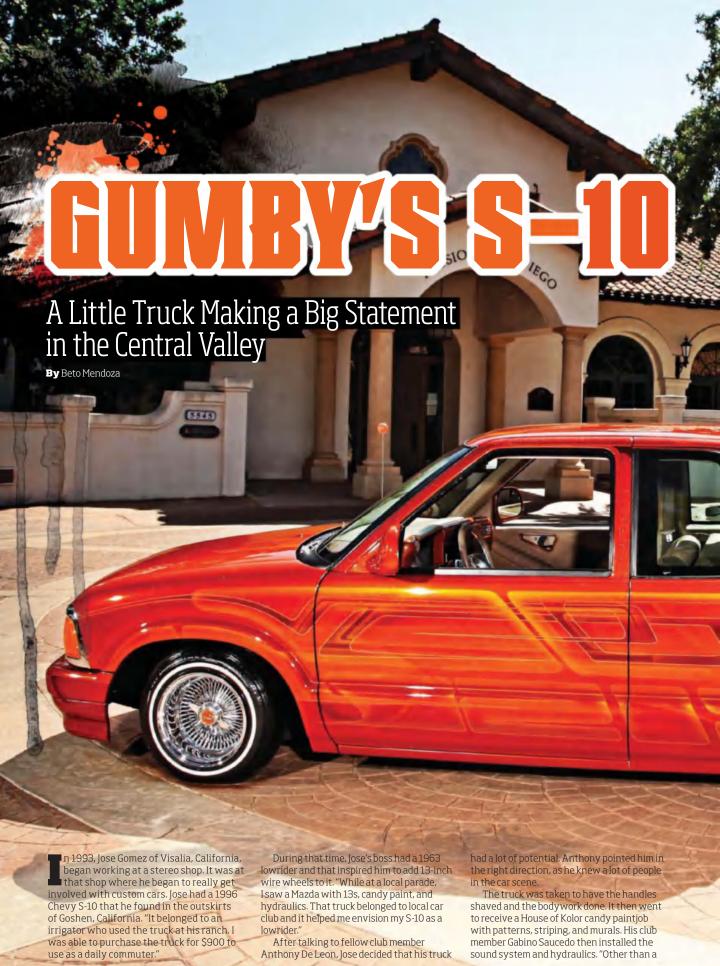




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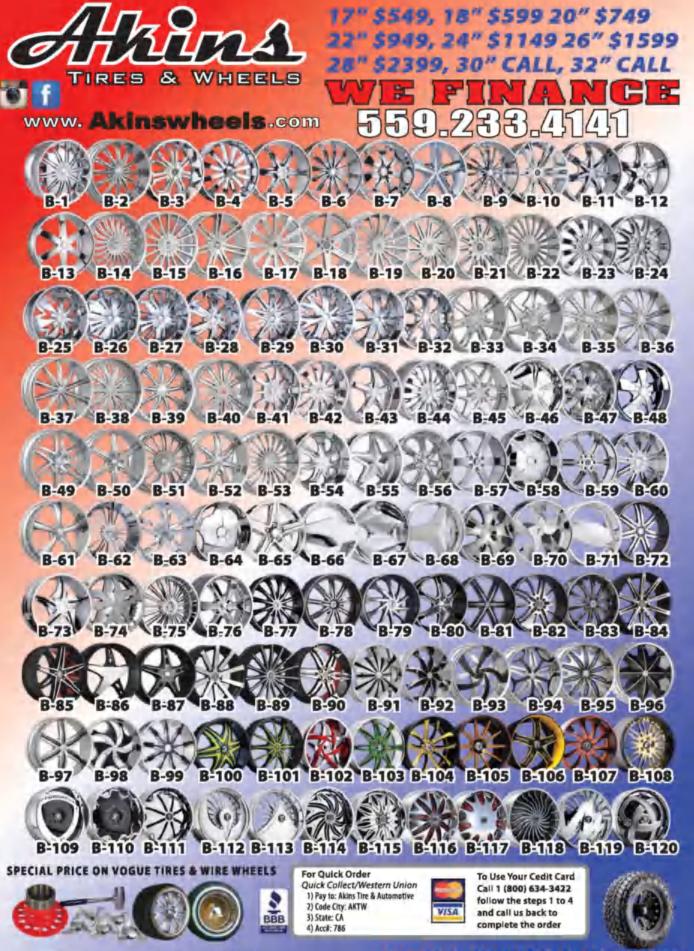
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RICIEROUE BARS









Lowrider Magazine Returns to the Land of Enchantment

By Beto Mendoza **Photos by** Fernando DeAnda and Beto Mendoza







ew Mexico is known for its Native American/Hispanic culture, hot air balloons, adobe architecture, and of course the hit TV series Breaking Bad. If you were a fan of the show like I was, then you suffered withdrawals when the show ended in September of 2013. We were able to get a quick fix when AMC created Better Call Saul, a prequel spinoff of the show. A few of the episodes from Better Call Saul feature a parking lot tollbooth at a courthouse. In actuality, the tollbooth is located at the Albuquerque Convention Center, where the 2015 Albuquerque Car Show and Concert took place. Artemis Promotions brought this LOWRIDER Magazine tour stop to the Convention Center.

The indoor venue limited the amount of car entries, which in return made this a more exclusive show. There were also plenty of vendors at the show such as Harley-Davidson

and Lowrider Car Care. Harley-Davidson had multiple booths throughout the show, including their Jumpstart Rider Experience, which gave everyone considering a buying motorcycle a chance to mount a Harley, fire it up, and experience the feel, while in a safe setting and under the watchful eye of trained personnel. Speaking of Harleys, La Vida Customs showed up with multiple full show bikes in every color you can think of.

Plenty of local car clubs showed up with quality cars such as Oldies New Mexico that had a 1937 Chevy Businessman Coupe on full display and a late-'30s Packard. New Mexico CC showed up with multiple Tri-Five and Impala convertibles and we are sure that the state is proud to have them representing its name.

Prestigious Car Club is no stranger to the pages of *LOWRIDER* Magazine as they have produced multiple cover and centerfold cars.

























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This year Fred Rael broke out with a crème 1964 Impala, while fellow club member Ken Jacquez showed off his new 1959 Impala. Imperials New Mexico showed that they are one of the best clubs in that state with their multiple 1958 Impala convertibles and the all-original 1959 Impala convertible named Tiene Todo. Plenty of solo riders also came out to represent, such as Juan Bustos who threw ever yone off by slapping chrome wire wheels with whitewalls on one side and big wheels with low-profile tires on the other.

with low-profile tires on the other.

Many of California's finest rides made the 800-mile trip to take part in New Mexico's largest lowrider show. Donald Tovar came over with his 1948 Chevy Fleetmaster. With a lot of bomb lovers in the state, his '48 was definitely a crowd pleaser. Other Cali bombs included Lowrider Hall of Famer Ricardo Alavardo's 1936 Buick Roadmaster. Uniques Car Club in California had multiple cars on full display, as did Nokturnal.

California wasn't the only state to come out



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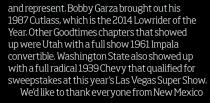












and everyone that made the trip from out of state to make this show a success. Artemis Promotions would also like to thank all their families and great staff. Special thanks to Straight Street Automotive, M&F Auto, World Wide Automotive, Classic Cars of New Mexico, and Munoz Customs. Artemis Promotions and LOWRIDER Magazine will do this all over again August 6, 2016. ■











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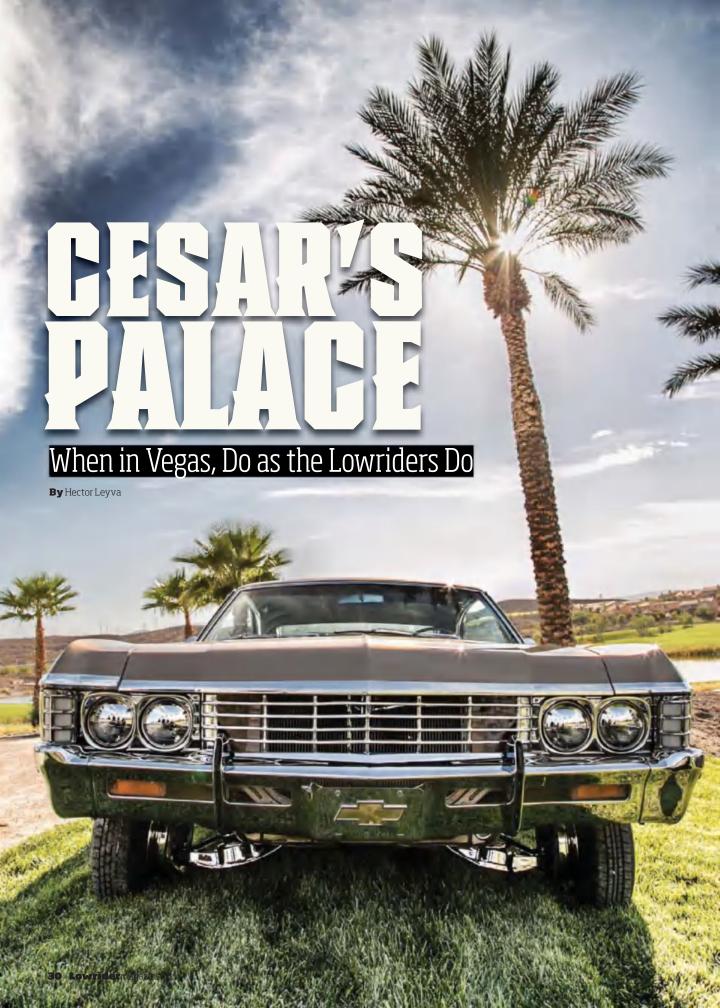
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f your reading this, chances are you've had or continue to have dreams of owning your own lowrider. We have all at one time or another daydreamed about hitting switches or cruising to our favorite oldies. Lowrider dreams, however, are not easily achieved. Few know the sacrifices we make to live this lifestyle, filled with compromises, sacrifices, and, more importantly, an understanding family where wives seldom get the credit they deserve for our lowrider builds. Cesar Arias of the Majestics Car Club, together with his wife Maria, went on to build one of the most admired street-show cars in Las Vegas.

This custom show car's many features include a custom Black Magic whammy

tank hydraulic setup complete with chrome hard lines and three dumps. Other points of interest are the MTX audio subwoofers along with a fully chromed-out 350 Chevy smallblock engine installed by Tracy Rodriguez of CARS automotive in Las Vegas. Rick of Pro Custom laid down the House of Kolor candy Champion Gold found throughout the vehicle, as well as undercarriage and engine compartment. With the infamous Wicho cutting, sewing, and stitching the custom peanut butter interior, OG triple gold 13-inch Dayton wire wheels installed, and a customengraved Majestics Car Club plaque hanging in the back window it was finally time to show the lowrider community what lowrider dreams really look like.







VEHICLE: 1967 CHEVY IMPALA

VEHICLE NICKNAME: DESERT DREAMS

OWNER: CESAR ARIAS

CAR CLUB: MAJESTICS C.C. LAS VEGAS CHAPTER

CITY: LAS VEGAS, NV

ENGINE: FULLY CHROMED-OUT CHEVY 350 BUILT AND INSTALLED BY TRACY AT CARS AUTOMOTIVE IN LAS VEGAS **UPHOLSTERY:** WICHO IN LAS VEGAS STITCHED THE

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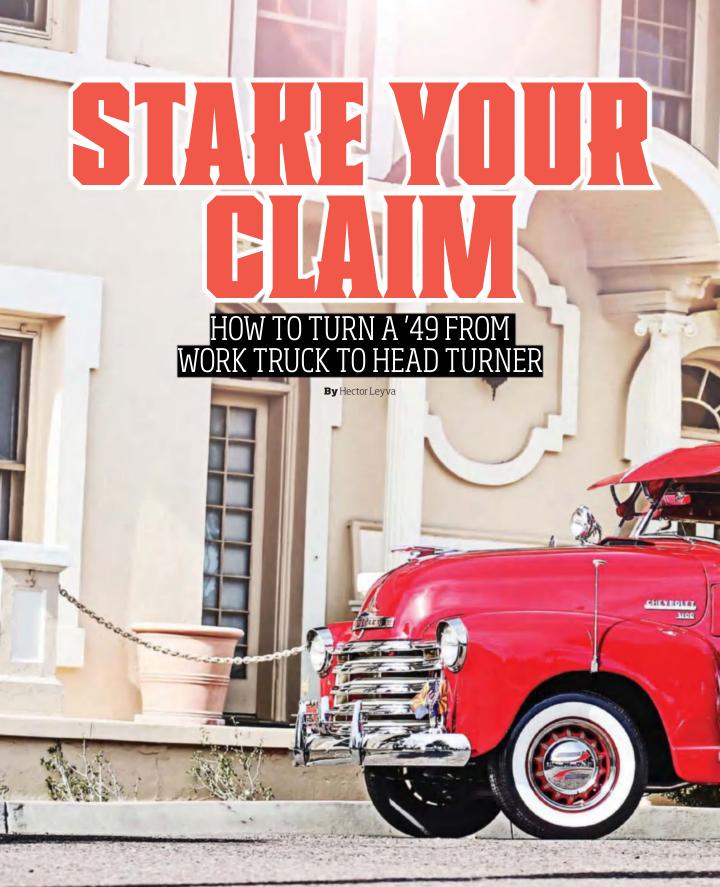
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SAFETY: All fire regulations must be followed to the letter, or be subject to disqualification and banned from future events. Entrant acknowledges that he/she has received, reviewed and aggress to any and all rules, regulations, requirements, terms, warranties, covenants, representations and conditions contained in this application and in the 2015 Official Rules which is incorporated herein by reference. The 2015 Official Rules available on-line at www.lowridermagazine.com

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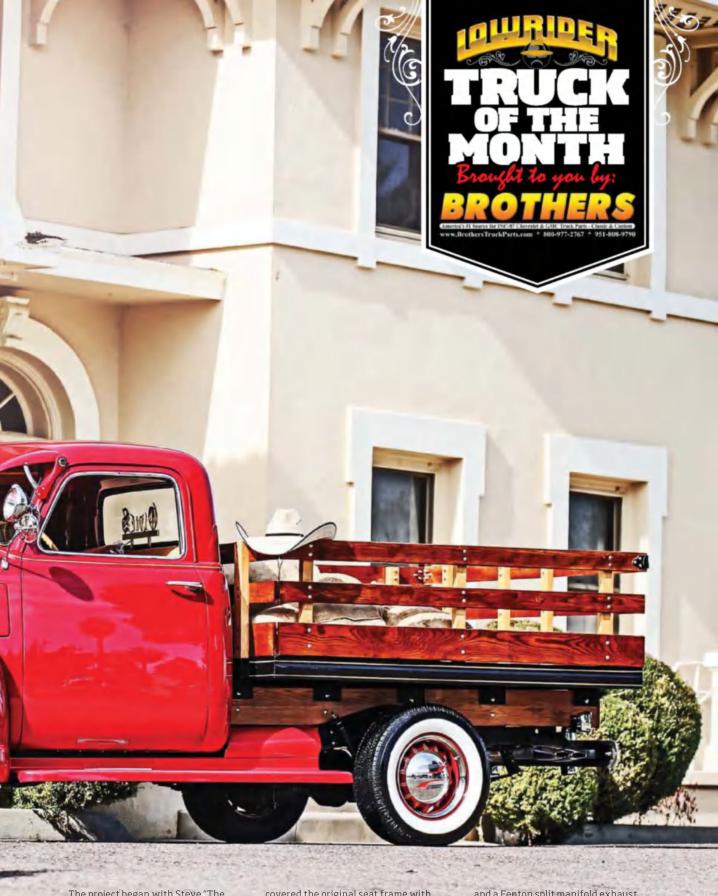


ost of us know that building a lowrider takes time and patience. Just ask Ray Martinez, whose restoration journey lasted over 28 years. Shortly after purchasing this 1949 Chevy 3100 stake bed ½-ton truck from its second

owner, "El Chilero," as it would come be known, began its transformation from an average everyday work "trokita" to a full-on award-winning masterpiece.

After several paintjobs, none of which met Oldies Car Club's high standards, Ray's

father, Ray "Bolitas" Martinez Sr. said, "It's time for a full restoration to build this one up real nice." So with his father as the inspiration and driving force behind this build, Ray called upon some of Arizona's top car builders.



The project began with Steve "The Master" Young spraying the unique blend of Fire Engine Red two-stage PPG paint found throughout the truck with Tony's Pinstriping adding his signature lines. While Angel Viloria of Angel's Upholstery covered the original seat frame with custom camel-colored leather and red embroidery accents, Adam "The Wizard" Shaw in Casa Grande, Arizona, was rebuilding a 1954 Chevy 235 bored out with an original dual-carb intake manifold

and a Fenton split manifold exhaust. With the project in full swing, Ray would complete this build by tracking down some hard-to-find NOS accessories, which are a must in any vintage restoration. Some of these rare items include dual "unity" spot







lights, a Screaming Eagle hood ornament, dual marble reflectors, thermador cooler, and an original butterfly steering wheel.

"I would like to thank everyone that was involved with this project, especially all the members of Oldies C.C. Phoenix chapter, my brother Mario, and to the most patient person I know, my beautiful wife Marcia Bravo-Martinez," says Ray. Sadly, Ray's father passed away before this build was completed, but we assure you your "Jefito" would have been proud of the final result.





TECH SPECS

VEHICLE: 1949 CHEVY 3100 STAKE

BED 1/2-TON TRUCK

VEHICLE NICKNAME: EL CHILERO

OWNER: RAY MARTINEZ CAR CLUB: OLDIES C.C. CITY: PHOENIX, AZ

ENGINE: 1954 CHEVY 235 REBUILT BY ADAM "THE WIZARD" SHAW IN CASA GRANDE, AZ

UPHOLSTERY: ANGEL VILORIA COVERED THE ORIGINAL SEAT FRAME WITH CUSTOM CAMEL-COLORED LEATHER AND RED EM-

BROIDERY ACCENTS
BODY/PAINT: STEVE YOUNG OF PHOENIX, AZ, SPRAYED THE UNIQUE BLEND OF
FIRE ENGINE RED TWO-STAGE PPG PAINT
WHEELS/TIRES: 15-INCH ARTILLERIES/
DIAMONDBACK RADIAL WHITEWALLS

1947-87 Chevy & GMC Truck Parts



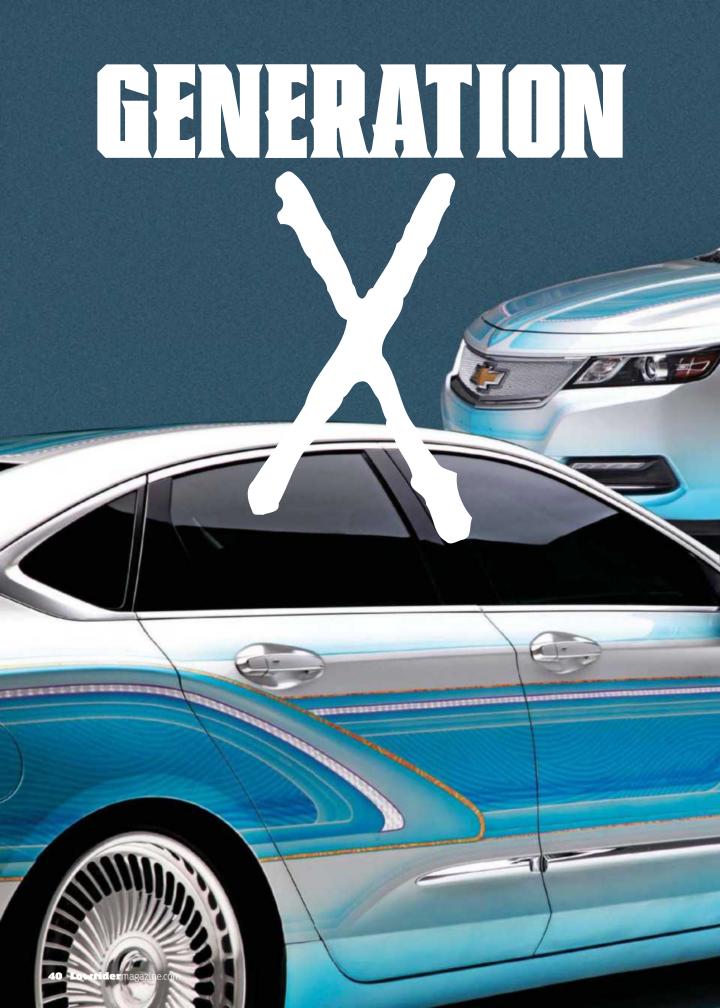
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TECH SPECS

VEHICLE YEAR/MAKE/MODEL:

2014 CHEVROLET IMPALA **ENGINE:** 3.6L DOHC V-6 DI ENGINE WITH

VARIABLE VALVE TIMING (VVT) **BODY/PAINT: PHILIP'S FINE LINES USED** SILVER METALLIC BASE AND AXALTA PAINT PRODUCTS TO LAY CANDIES, PEARLS, AND FADES. PHILIP'S FINE LINES THEN ADDED BLUE AND LAVENDER STRIPING BEFORE FINISHING IT WITH GOLD LEAFING. THE EXTERIOR WAS FINISHED WITH AN E&G

CLASSICS MESH GRILLE. SUSPENSION: LOWERED BY THE

ENGLE BROTHERS INTERIOR: 2LTZ TITANIUM GREY PACKAGE WITH LEATHER AND LUXURY MOONROOF **SOUND: CHEVROLET MYLINK RADIO WITH** AN 8-INCH TOUCHSCREEN AND 11 BOSE SPEAKERS FOR A SURROUND-SOUND FEEL WHEELS/TIRES: 20-INCH INTRO WHEELS

/ CONTINENTAL EXTREME CONTACT ALL-WEATHER DWS 20-INCH TIRES







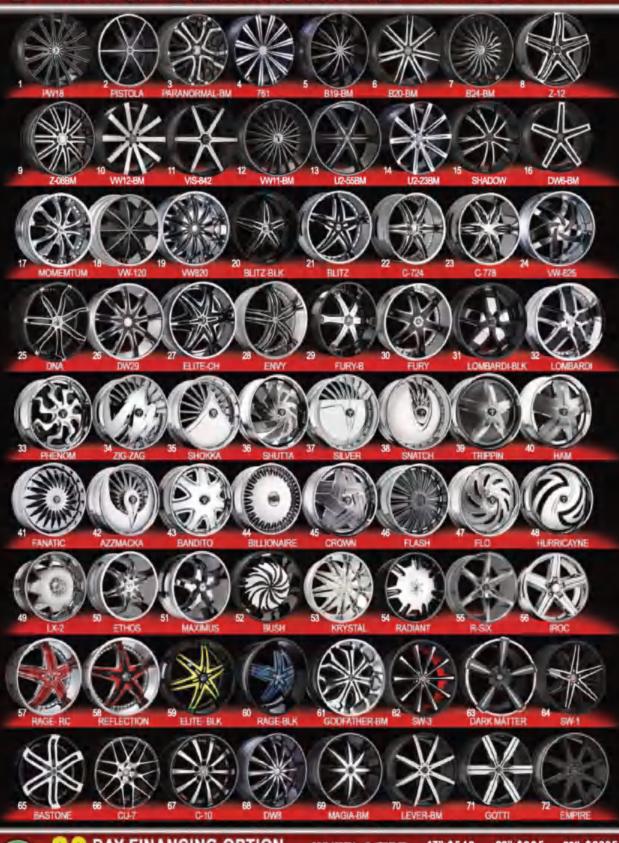








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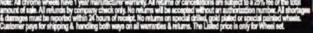




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LUCHA LIBRE ART SHOW By Beto Mendoza



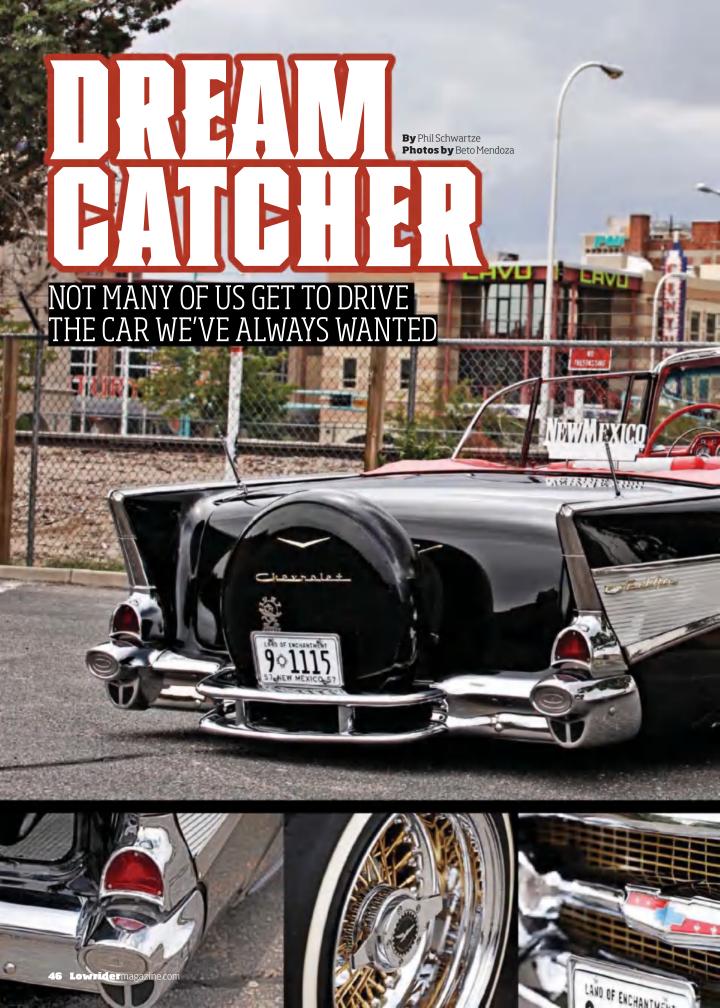
a Bulla art exhibit opened April 11th at Plaza De La Raza in Los Angeles. Antonio Pelayo, Dan Madigan, and Steve Guerrero curated the exhibit and the event was hosted by model Amandita Garcia and comedian Aurelio Bocanegra.

The show featured a live concert, famous DJs, face painting, five fully stocked bars, live Lucha Libre matches in an outdoor wrestling ring, and a Lucha Libre art exhibit. Over 100 artists participated in the exhibit with multiple Lowrider Arte artists making their contributions.

Some of those artists displaying their artwork included Chuy Quintanar, Shepard Fairey, Freddy Negrete, Francisco Franco, Johnny Quintana, Gustavo Rimada, and many more. This 21-andover festival was jam packed with over 3,000 spectators. Not only did La Bulla support local artists, but it also teamed up with the American Diabetes Awareness organization to advocate diabetes awareness within the Hispanic community. For information on next year's show, go to www.labulla.org and keep an eye out for more Antonio Pelayo shows that we'll be covering. ■











but at least he had his dream car and could begin the process of accessorizing it to his liking. Antonio wanted to keep the stock aesthetics, as this car came from the factory lookin' good, but of course make it a lowrider.

Everything you see on the car was done by Antonio. For suspension mods, he installed RideTech airbags all around. To accommodate smaller 13x7 Zeniths, he had to swap the stock rearend for a Buick Regal version and four-linked it. Four dumps, two switches, and four solenoids keep the air running to each corner. It all rides on 5.20 Premium Sportways. A Baer disc brake conversion up front helps the '57 come to a quick stop.

Powering the Bel Air is the venerable 283 it came with. It's one of the few Bel Airs out there that also sports the rare three-speed Turboglide transmission option, brand new for that year. Antonio has also spent a great deal of time finding factory accessories to adorn his '57 with (some of which haven't been installed yet), including a continental kit, spotlights, compass, bumper guards, and rear chrome strip. He's still on the search for more, so we're sure he'll be scouring the web and car shows to complete his to-do list.

The interior still has the upholstery that Antonio bought the car with, which was already in great shape. It's also still outfitted with the stock radio. The car came with black paint, but Antonio reshot the car in PPG black to get the tuxedo on this Bow Tie looking good again. Antonio named the car "Tranquilo '57," which if you don't know means "just chillin!" As he puts it, "The car looks good just standing still."

Catching this dream wouldn't have been possible without help from his dad and Carlos Muñoz for keeping him focused on turning it into a reality. We hope you enjoy many happy years with it.





TECH SPECS

VEHICLE YEAR/MAKE/MODEL: 1957 CHEVY BEL AIR CONVERTIBLE

VEHICLE NICKNAME: TRANQUILO '57

OWNER: ANTONIO GONZALEZ

CAR CLUB: NEW MEXICO CAR CLUB

CITY/STATE: GALLUP, NM

ENGINE: 283 V-8, TURBOGLIDE

TRANSMISSION

BONY BRANT- DDC DLACK DY CLAUSED

BODY/PAINT: PPG BLACK BY OWNER **SUSPENSION:** RIDETECH AIRBAGS, FOUR-LINKED BUICK REGAL REAREND.

FOUR DUMPS, TWO SWITCHES, AND

FOUR DUMPS, I WUSWITCHES, AND FOUR SOLENOIDS.
INTERIOR: STOCK
SOUND SYSTEM: ORIGINAL
WHEELS/TIRES:
13X7 1993 CROSTLING 200 PREMIUM SPORTWAY 5.20S









TECH SPECS

2012 HARLEY-DAVIDSON ROAD KING

VEHICLE NICKNAME: EL CHAKA

OWNER: EDDIE CANO

CITY/STATE: BAKERSFIELD, CALIFORNIA **CLUB:** AZTEC IMAGE

ENGINE: 2012 HARLEY DAVIDSON 103CI

WITH SIX-SPEED TRANSMISSION **BODY/PAINT: STOCK BLACK WITH**

MURALING BY JAY WERNER AND

PINSTRIPING BY BOBBY NEGRETE

SUSPENSION: STOCK WHEELS/TIRES: 21-INCH SINISTER/

21-INCH AVON

SOUND SYSTEM: CUSTOM IPOD HOLDER,

AN ALPINE AMP, FOUR ALPINE 6X9S, AND A CLARION EQ

tranny. Thirty-inch fishtails have been added to the exhaust as part of the overall lowrider look. Its also been upgraded with 21-inch Sinister wheels and Avon tires.

On the body, Mutazu fiberglass stretch bags were added and upholstered with ostrich skin on the inside to match the seat done by Ramon at Manaco Upholstery in Bakersfield, Caliornia. The stock paint was adorned with pinstriping by Bobby Negrete along with muraling by Jay Werner, both of Bakersfield, California. The audio system was upgraded with a custom iPod holder, an Alpine amp, four Alpine 6x9s, and a Clarion EQ.

Although Eddie wants to add some gold and silver leafing, he considers "El Chaka" pretty much a done deal. Special thanks goes out to his wife, and his club Aztec Image. Although his life was cut short, we're sure Pedro is smiling down with glee knowing that his '50s Harley-riding character has inspired people to become fellow riders. ■

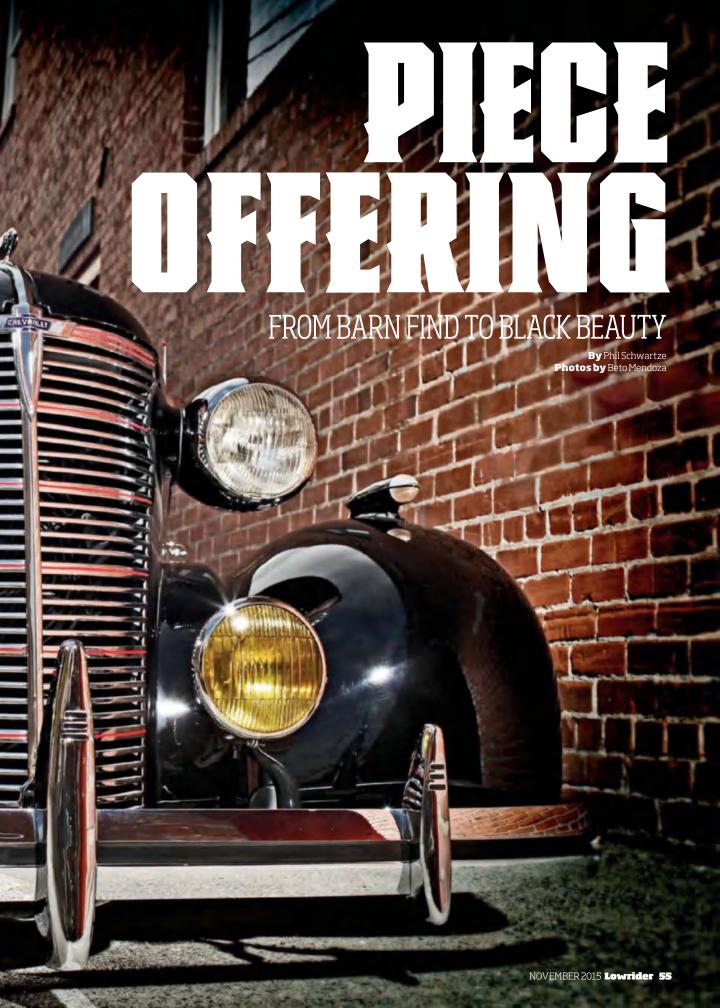
















n 1938, after years of the Great Depression, if you were fortunate enough to own a 1938 Chevy Cabriolet, you were really somebody. Today, can you recollect the last time you saw one in person? Have you ever? If you were somebody back then, you're sitting on quite a rarity today if you're lucky enough to find one. Those in good condition bring big numbers. As luck would have it, Jimmy Duran was able to find one, although it took quite a while for him to find all of it.

While building a '48 Chevy convertible, Jimmy came in contact with an older man who was sitting on a ton of spare parts. Among the many relics that were there for consideration was the body of a '30s Chevy that Jimmy didn't pay a whole lot of attention to, other than to notice it was missing quite a bit. At a car show, Jimmy spied '38 Chevrolet that he really liked and noticed it looked remarkably similar to the lonely body sitting in the barn. He decided to go all in and went back to the elderly gentleman to inquire about buying this shell of a car. After some haggling on the price, Jimmy walked away with an incomplete '38 Chevy Cabriolet. Now the tough part began, finding the remaining pieces.



















Fortunately, Jimmy was able to find most of what he needed by searching through the piles of parts at the old man's house. Then came finding what the old man didn't have; that included an original banjo wheel, compass, seats, rear window, chrome, and gauges. Since he had to upgrade the driveline, Jimmy decided to go low with the rest of the project and have a ride even more unique than a factory version.

The rear sports an '84 Nissan truck rearend with a three-link and Jimmy added a TCI Mustang II unit in front. The frame was C-notched to accommodate the lower stance

and Firestone airbags were added. The car is powered by a '59 235ci inline-six and 350 Turbo trans. Original wheels and dish hubcaps are wrapped in Firestone wide whites. The black paint was pinstriped by Harvey of Fresno, California, for some additional classiness.

The stock dash has been painted to resemble the woodgrain it once had and the original woodgrain on the garnish moldings still reside in the car. The upholstery was upgraded to give it a nicer look than what it originally had with the button-tufted seats and flourishes on the door panels. Although it



all looks very original, tunes go through the iPod head unit, along with JL Audio amps with JL and Kicker speakers.

It still has quite the retro feel it had in 1938, but with some subtle modern conveniences that make it faster, louder, and lower. Jimmy stumbled upon the kind of barn find we all fantasize about and wants to thank his wife Martha, Ed Andrada, Tom, Vic, and Dan at Cal Fast, along with Manuel Mata, Oscar Muñoz and Sal "the master from Wilmington" Borja for helping him get it all back together. It's one seriously rare beauty. ■

TECH SPECS

VEHICLE YEAR/MAKE/MODEL:

1938 CHEVY CABRIOLET

VEHICLE NICKNAME: BLACK BEAUTY

OWNER: JIMMY DURAN CITY/STATE: FRESNO, CA

ENGINE: 235CI INLINE-SIX, TURBO

350 TRANS

BODY/PAINT: DUPONT BLACK BY OSCAR &

SONS, PINSTRIPING BY HARVEY

SUSPENSION: THREE-LINKED '84 NISSAN

REAR, TCI MUSTANG II IFS, C-NOTCHED FRAME, FIRESTONE AIRBAGS

INTERIOR: BROWN LEATHER BY CAL FAST, FRESNO, CA

SOUND SYSTEM: IPOD HEAD UNIT ALONG WITH JL AUDIO AMPS WITH JL AND KICKER SPEAKERS.

WHEELS/TIRES: STOCK WITH DISH CAPS/FIRESTONE 500-525/16 WHITEWALLS



From Pushed to Pedal

When One Is Outgrown, Another is Ready and Waiting

By Beto Mendoza







ARTS IN MOTIONIA

Getting Low Down at Aloha Stadium







reating a successful car show in the states is no easy task. It's even harder when your state is divided into eight islands and separated from the mainland, but that's what Tommy Sampaga of Hawaii has accomplished. His Arts in Motion car show at Aloha Stadium is one of the most anticipated car shows in the state. The recipe to the show's success comes from bringing together all the different automobile styles found in Oahu. A show catering to a single style of cars wouldn't succeed in the island as they don't have the luxury of being able to drive from state to

state to attend "lowrider only" shows.

Even thought the show had a mixture of custom styles, it had more than enough lowriders for us to focus on, like the early '90s Lincoln Town Car from GoodTimes car club. The fully patterned black luxury car sat on top of a turntable to show off its fully chromed undercarriage. Another ride sitting on a turntable is Michael Pantil's 2007 Harley-Davidson Heritage. His Harley was featured in 2014, but busted out at this show fully redone. Michael fully flaked and patterned out his bike in candy red and every piece that was able to be chromed

and engraved was.

Other than eye candy on wheels, there was also plenty of eye candy on heels. Some of that eye candy included *LOWRIDER* Magazine models Tanya Love and Ling Fero from California. Also in attendance from Canada was import model Steph Ly. The model that everyone came to see was reality start Brittanya Razavi who signed and took photos with her fans all day.

I'd like to thank Tommy for inviting us to his show once again and to Charlie and the rest of the Supremacy members for their hospitality. ■





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here is a very special bond between a mother and her son. Although the phrase "momma's boy" is used disparagingly, it's meant with affection and any man would be proud sharing that kind of relationship. For 39-year-old Jason Kilvinger of Waukesha, Wisconsin, he had that close bond with his mother Judy. A very strong woman, she owned a travel agency and often took a young Jason on exclusive golfing trips with her. She instilled a level of hard work and passion that was required to maintain a business, a home, and beautiful cars. It was there that Jason got that urge to have nice things. As Jason got older Judy became one of his biggest supporters as he became a successful businessman and purchased his own pharmacy, elevating his dreams.

One thing always prevalent in Jason's life was the lowrider culture, having owned

multiple custom cars and being a longtime member of USO Car Club. For many, the Mecca of the lowrider enthusiast is the 1958 Chevy Impala. As the hardworking successful businessman Jason had become, he was eventually able to make the '58 a reality. Jason found a 1958 hardtop in Kentucky and called a fellow USO member to give it the once over. He was able to purchase the elusive icon and had it brought to his home in Wisconsin. To make sure the new Chevy was properly worked on, Jason had a custom car lift built into his detached garage to make sure custom additions would be done to his standards.

The first step was elevating the Impala with better chrome. The motor was given the chrome treatment to show off the beautiful 348 tri-power V-8. Jason got on the phone and ordered a set of Dayton wire wheels to enhance the custom look of his '58. Inside

his custom-made garage, Jason and USO member Bert Eichler installed a full chrome undercarriage to the Chevy. The next step was giving the Impala a suspension adjustment. A full air-ride suspension was installed, bringing the '58 to the ground at the touch of a switch.

Throughout the build, Jason's mother Judy, along with supporting everything he was doing to the '58, was battling with something much more serious. She had been diagnosed with a massive brain aneurysm and after an emergency surgery, she passed peacefully in her own house with Jason right next to her. With all that she had taught him throughout the years, Jason had absorbed it and became a better person for her guidance and help. "I know she's looking down and she's proud of my success," Jason tells LOWRIDER Magazine. "I know we will be next to each other again, Heaven Aw8ts." ■







TECH SPECS

VEHICLE YEAR/MAKE/MODEL:

1958 CHEVROLET IMPALA

VEHICLE NICKNAME: HEAVEN AW8TS

OWNER: JASON KILVINGER

CITY/STATE: WAUKESHA, WISCONSIN

CLUB: USO CC.

ENGINE: CHEVY 348 TRI-POWER MOTOR,

200-R4 TRANSMISSION, CHROME DRIVESHAFT,
MARCH CHROME SERPENTINE BELT SETUP, FULL

MSD IGNITION, ALUMINUM RADIATOR WITH
PERMA-COOL FAN, LOKAR DIPSTICKS

AND LINKAGE

BODY/PAINT: ORIGINAL BLUE/SILVER

SUSPENSION: FULL RIDETECH AIR-RIDE
INSTALLED BY JASON KILVINGER AND
BERT EICHLER

INTERIOR: NEW REPRODUCTION FABRIC

SOUND SYSTEM: CLARION HEAD UNIT IN
GLOVEBOX INSTALLED BY CELLO ORLANDO. MTX

GLOVEBOX INSTALLED BY CELLO ORLANDO. MTX
COMPONENTS INSTALLED BY JASON KILVINGER.
WHEELS/TIRES: 14-INCH COLOR-COATED
DAYTON WIRE WHEELS/HANKOOK TIRES











LOOKING TO RESTORE YOUR 1947-'54 CHEVY TRUCK? START BY USING A FRESH FRAME FROM TCI.

estoring a truck that has been in existence since the late '40s or early '50s is no easy task. Aside from all the normal wear and tear of having been used that long, there's also the abuse and neglect it's been through, which can sometimes only be fully apparent after it's been disassembled. While you may have your work cut out for you with fixing up the body, interior, or engine, one the most daunting tasks for even the most skilled mechanic to deal with is assessing and making any repairs to the truck's foundation.

Rotted-out bushings, bad shocks, bent metal caused by wrecks and hidden from plain view, and of course rust may just be some of the problems you encounter with a stock frame. Then you may possibly have to reinforce or retrofit portions so you can add more contemporary parts. That may put additional stress on factory metal that is old, brittle, and not originally designed for such upgrades. In other words, attempting to make those changes to a frame that's 60 to 70 years old may just not be realistic. To be done correctly, it will take countless amounts of

labor, time, and money and after figuring the total cost involved, it'll leave you wondering if the juice is worth the squeeze.

Well that's a question you have to ask yourself and in all honesty – and in an almost comical way – restoring an older frame is much like an older woman getting plastic surgery. It'll work, but it just won't be the same ... and you might be worse off than when you started.

But all joking aside, the cost of repairing rust, boxing a frame, replacing worn bushings, and going the full nine yards will add up quickly, which is why the better choice would be going with a fresh frame from the folks over at TCI. These frames are custom crafted in the good ol' USA and feature main rails with an extended height from 6 to 8 inches for increased rigidity and clearance between upper and lower X-members. They also retain their original profile and their re-engineered upper coil-spring towers accommodate a traditional shim-style alignment adjustment instead of T-bolts.

In addition, Total Cost Involved uses a vertical plate to mount the upper control arm,

thus increasing camber gain and anti-dive for better performance. Further enhancements also include a Parabolic leaf spring kit, which has been moved closer to the framerail and makes room for wider wheel and tire packages. Of course, all TCI frames can also be customized to suit your exact needs, so if you're willing to spend a little more money you can have a bespoke frame designed just for your own unique application.

With all these technological advancements, these frames provide a solid foundation for a good build, but along with that, they were designed to improve ride quality and increase performance. The TCI frames are also more suitable for drivetrain changes and other aftermarket components. Let's face it, many of us want that vintage feel with more contemporary drivability than what stock frames will allow and they may have to be reinforced to deal with additional stress. Those who've tried putting an LS motor in a stock frame where a six-cylinder used to reside will know what we mean.

So how easy is it to slap all the necessary components onto a lowrider-style TCI truck

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• Total Cost Involved 's engineer begins the '47-'54 Lowrider truck frame assembly by mounting the foot brake pedal bracket onto the modern brake booster system.





• Once Jeff installed the upper and lower tubular-style A-arms, he began mounting the Firestone double bellow airbags for the smooth and lowered air suspension system that also comes "involved" with this special truck frame package!





• TCI's patented line of high-performance rack-and-pinion components, like the one being installed here, add modern suspension capabilities and handling improvements for your old truck.

FEATURES & BENEFITS:

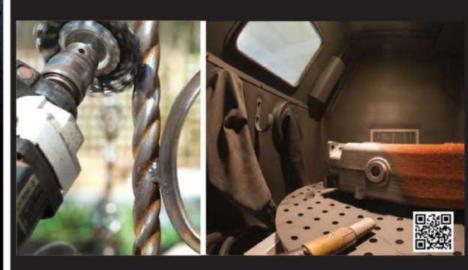
- · Made in the USA.
- Limited lifetime warranty on all TCI Engineering manufactured parts
- Frames are built specifically for '47-'54 Chevy & GMC Pickups/Suburbans
- All Heli-arc welded for the highest quality and strength
- Frame height is 8 inches, rather than 6 inches for additional strength, yet retains the factory profile for ease of mounting the cab and bed
- Heavy-duty 17-piece 2x.75x.120inch center section allows plenty of room for even the most extreme exhaust sizes
- The front suspension has been engineered to lower the center of gravity, decrease body roll, and increase handling performance, while allowing plenty of ground clearance
- The front suspension crossmember is extra thick and uses the one-piece pin design for additional strength
- Larger front brake calipers and vented rotors dramatically reduce stopping distance
- Drastically increases the comfort and drivability of the vehicle
- New coil-spring tower design makes alignment adjustments a snap
- Greater spectrum of alignment adjustments available
- Large anti-sway bar for greater roll control
- Heavy-duty upper and lower screwin ball joints for additional strength and durability
- Camber gain has been increased to keep the tires flat on the ground for additional grip
- Built-in anti-dive control for keeping tires flat on the asphalt during aggressive braking
- Rear Parabolic leaf spring suspension creates additional room in the fender for wider tires
- Energy Suspension polyurethane bushings help insulate road noise
- New Currie Sportsman 9-Plus made of 65,000-psi nodular iron third member case is lightweight and strong
- New case features 3.062 carrier bearings for additional strength
- 3-inch 0.D. x .188-inch wall 10026 D.O.M. axle tubes to keep them from twisting under high-horsepower applications
- Late/large billet steel 9-Plus bearing ends for strength
- 31-spline 1541 forged-induction heat-treated alloy axles will withstand 600 hp
- 2.80 center register with the common 2.5-inch brake offset
- All axles use U.S.-made tapered roller

- bearings for strength and durability
- Axles are available with either ½- or ⁷/₁₆-inch wheel studs on 4.5-inch (Ford) or 4.75-inch (Chevy) bolt patterns
- New round back Currie hot rod housing
- 1330 yoke is strong, lightweight, and common so driveshaft options will be plentiful
- Your choice of gears (3.00 to 4.56)
- 60-inch axle flange to axle flange width is standard but custom widths are available

frame? Well this DIY was put together to show you just that. Starting off with a bare TCI frame, it took us four hours to bolt up the tubular control arms, air suspension, Wilwood brakes, and a Currie rearend. Now keep in mind that the frame has no finish, but it's proof once again about how easy it is to work with because by the time this article goes to print we would have already broken it all back down to get the frame and components chromed, polished, or powdercoated for the right finish.

Be sure to follow this special ground-up build. This is phase one of our Project Fifty Three resto-mod, which will soon have a new LS-X crate engine dropped in. ■

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• TCI pulls out all the stops right here, as a Wilwood disc brake system with larger front calipers and vented rotors come included and installed.









• Built in the USA, the TCI '47-'54 Lowrider truck frame is Heli-arc welded and specially assembled with a limited lifetime warranty, and is ready to roll out and find its cab, bed, hood, and fenders.





• A complete Currie 9 "Hot Rod" rearend takes its place on the modern four-link rear suspension as part of the frame package to support any highperformance engine you want to drop in.

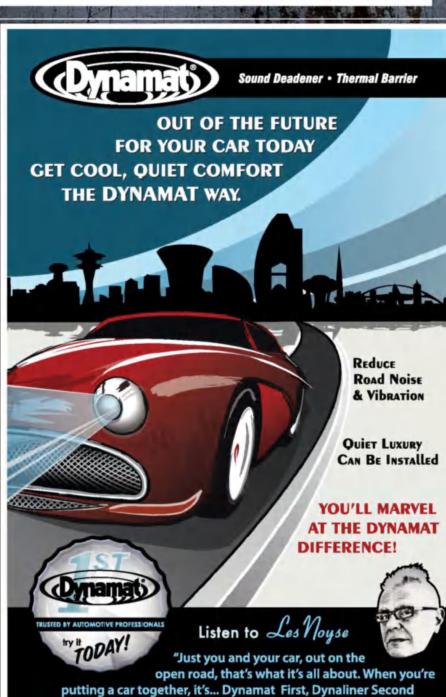


INCLUDED PRODUCTS:

- Complete coil spring front suspension
- Complete leaf spring rear suspension
- Complete 9-inch hot rod Currie housing with your choice of gear set (3.00 to 4.56)
- 31-spline axles and 11-inch drum brakes
- Under-floor pedal assembly with master cylinder and booster (pedal bracket welded to chassis)
- Fully plumbed custom steel brake lines complete with Wilwood residual check valves and proportioning valve
- Stainless braided brake hoses
- Small-block engine brackets mounted
- Automatic transmission crossmember mounted
- Core support crossmember
- Running board brackets

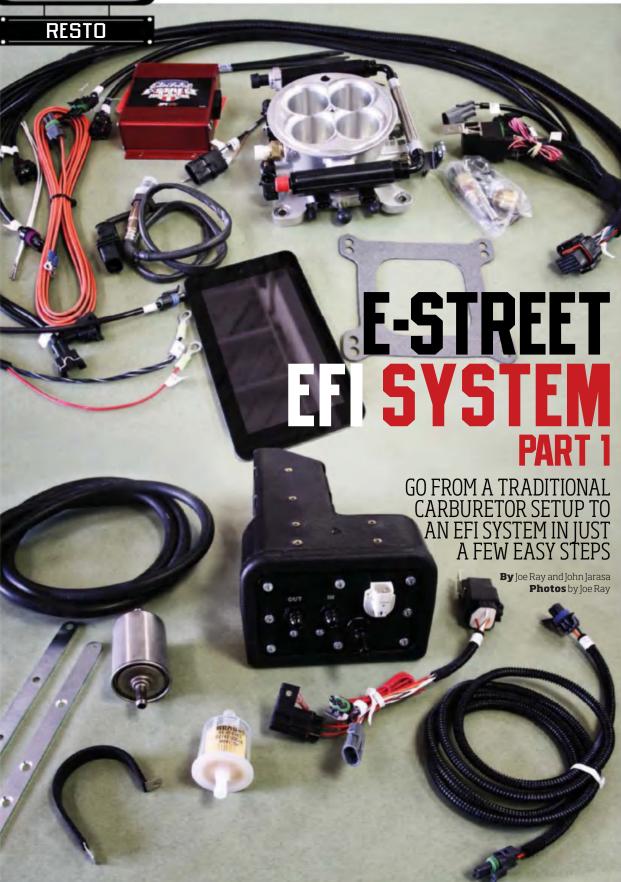
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VALUE IN A HURRY

xalta Paint has a specially formulated brand known as Nason SelectClear 468-00 2K Urethane Multi-Panel Clear. This is a 2K, urethane clearcoat designed for multipanel and overall repairs. It is easy to spray, features excellent gloss and DOI, and provides a fast build in just two coats. All of Axalta's Nason products are formulated to be fast, easy to apply, and they are designed to work together as a system to give you an option when time and money are limited. Nason 468-00 Multi Panel Clear is mixed from four parts of clear to one part of 483-86 Activator. Your spray gun should be set up from 1.3 to 1.6 HVLP to apply from medium to wet that allow 12 to 15 minutes flash time between coats. A real benefit of this clearcoat is that it has a three-hour "pot life" at 75 degrees. Most conventional clears usually have a 45-minute pot life, so this is a major benefit! Also, please remember that when you're looking for that deep look in your paintjob's finish, all you have to do is let it air dry overnight, cut it with 800-to 1,000-grit sandpaper, then reclear it with two more coats. For more technical advice, contact product specialist Steven Chaparro at steven.c.chaparro@ axaltacs.com.



hat's right, it's just that easy to convert from a carb to EFI. All you need is a beer, a few tools, and once it's all plugged in it'll tune itself in just the touch of a few buttons. Did we mention it could also manage your MP3 tracks? Yes... it's true. Read on.

Owning a classic car with a carb is much like having a trophy wife with all the problems. From the outside, everything looks fine and dandy up until all the evil gremlins come up when you least expect it. OK...maybe it's actually better to deal

with carbs, but you get what I mean. Now don't get me wrong, not all carbureted classics are bad, but the carb dilemmas always seem to tweak out during the most unsuspecting moments and wrong times.

From the engine hunting to not starting to the engine misfiring under load, carburetors need a whole lot of attention and fine-tuning. To solve that problem, Edelbrock has come up with a system they call the Edelbrock E-Street EFI system. This easy-to-use, simple-to-install





Once you remove your old carb, just drop the new Edelbrock EFI throttle body into place and get ready to place



system converts your carburetor setup to modern electronic fuel injection in just a short time. There is no tuning experience necessary and the bolt-on kit gives you all the performance potential of electronic fuel injection, while offering an electronic management system that will help you tune the system all through a touch-screen tablet PC.

The EFI throttle body communicates via Bluetooth to the included tablet, which can either be mounted or stashed in your glovebox. The system is perfect for any V-8

engine equipped with a 4150 square-bore flange.

So how do you install it? It's really easy. Remove the old carb, bolt on the new kit, plug it into a pre-installed interface, give it power, and then with the touch of a few buttons it'll tune itself. But what if you're planning on upgrading your engine in the future? Well that's no problem at all. Edelbrock developed this kit to be expandable so it can easily be transferred to other engines. All you have to do is recalibrate and retune from the tablet.

INSTALLATION

This system will require a high-pressure EFI-compatible fuel delivery system. Fuel delivery kits are available and sold separately. Selecting the right fuel delivery system is critical to the performance of any EFI application.



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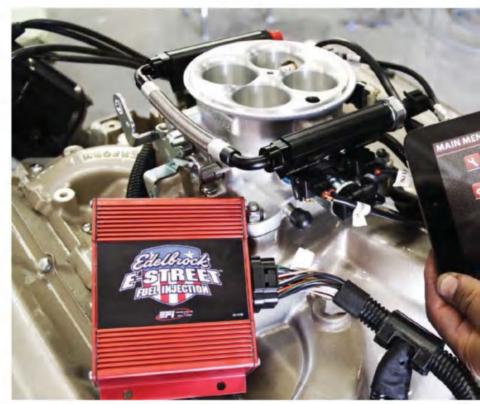


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- 5. Includes a fully assembled OEMquality wiring harness with preterminated connectors for an easy installation.
- 6. Multiple fuel system options available.
- 7. Compatible with popular ignition systems and distributors.
- 8. Great with large, high-overlap cams with low vacuum.
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- Wireless connectivity between the ECU and the tablet
- Capable of controlling two fans
- Digital gauge cluster for engine monitoring while driving
- Includes Android operating system for added functionality with downloadable applications and future upgrades
- **10.** System will automatically adjust for future engine upgrades.
- 11. Performs under all weather and altitude conditions.

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• Once this engine is installed in our "Cadillac DeVillain" project, we will connect the remaining harness wiri tablet PC shown here. Stay tuned for our next Part 2 series as the E-Street EFI throttle body communicates v will tune itself!









• The fully assembled OEM-quality wiring harness comes complete with pre-terminated connectors for an easy step-by-step (labeled) plug in instructions.



ng and tune this system through the touch-screen a Bluetooth and with the touch of a few buttons it





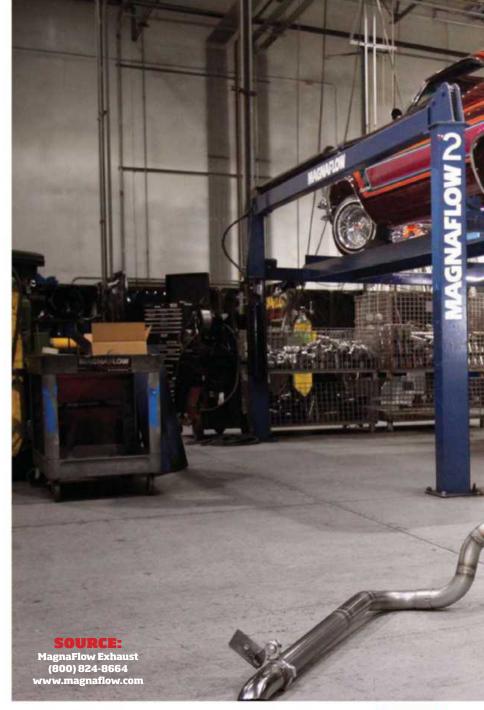


PERFORMANCE

hen it comes to an exhaust system, MagnaFlow offers the best of both worlds, bringing you great performance and great sound! Using decades of experience, extensive research, and field testing, MagnaFlow develops and manufactures durable steel mufflers tuned to provide the proper amount of backpressure and a deep resonance-free tone.

MagnaFlow Exhaust is so confident in their muffler systems, that every part produced is guaranteed for life! Magna-Flow offers an entire line of performance tubing, tips, hardware, catalytic converters, and complete exhaust systems for any custom or classic ride. Why should you prefer MagnaFlow Exhaust? The fact that their exhaust systems do not trap heat and also include performance gains should be reason enough.

To prove that point, we took a full custom '65 Impala show car with a high-performance engine and a custom painted underbelly over to their facility for a complete stainless system install. The owner of this special vehicle wanted to have the least amount of heat as possible, avoiding damage to a painted undercarriage from the exhaust's heat. Other benefits of MagnaFlow kits are that they only come in stainless steel. That's a plus because all you need to do is polish the tubing so you can have a show finish exhaust the next time your off the streets and up on jackstands at a car show. Now follow along as the pros at the MagnaFlow facility install a custom show exhaust on this customized Impala. ■



HUSTLE



MAGNAFLOW EXHAUST PERFORMANCE INSTALL

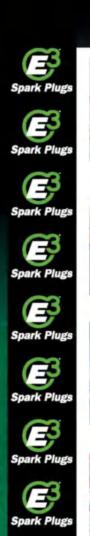
By Joe Ray

Photos by Saul Vargas



here was a time that if your car's idle had a miss to it, or the takeoff was hesitant, it was common to remove the spark plugs, clean the deposits off the ends with an emery cloth, or file the end of the electrode to restore the sharp edges. That practice has become less frequent from years past because cleaning with other tools such as a wire brush would leave traces of metal on the insulator, which would provide a weak conduction path and diminish the spark, therefore increasing emissions. The fact that plugs are so cheap relative to the labor cost, economics dictate replacement, particularly with modern long-life plugs. E3's newly developed design is made for improved horsepower, increased fuel efficiency, and reduction in engine emissions. With decades of successful experience in spark plug engineering, E3 discovered an efficient new approach to the design of the spark plug's electrode to allow for improved ignition of raw fuel inside the engine's combustion chamber. This meant their spark plugs burned fuel more efficiently, improved power response, and cut toxic emissions drastically, and are guaranteed to last 100,000 miles! Today, E3 has separated themselves from other spark plug competitors and they remain dedicated to providing their numerous fans with a better burning spark plug.





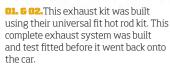












- 03. The 2½-inch mandrel bent stainless steel was cut to fit.
- 04. Each part of the exhaust was fitted to make sure that nothing would be in the way.
- 05. The header collector flanges were welded to the exhaust tubing, allowing no restrictions.
- **06.** As you can see, the wheels were turned to the left to make sure that the Pitman arm cleared and would not interfere with the exhaust.

07. To even out the flow and the engine tone from both sides of the engine, the exhaust system included an X-flow section.

...........

- 08. The 21/2-inch stainless steel mufflers where held in place before they received the custom hangers.
- 09. The Deed's Engineering hangers were custom made from solid aluminum on a CNC mill.
- Custom mounting brackets assured that the mufflers were in a very solid position to prevent any rattling while running.
- 11. The rear up-and-over exhaust tubing was produced in two pieces.
- 12. So far, the exhaust system was





Spark Plugs

Spark Plugs













tightened down snug so that the rear part could be mocked up.

.........

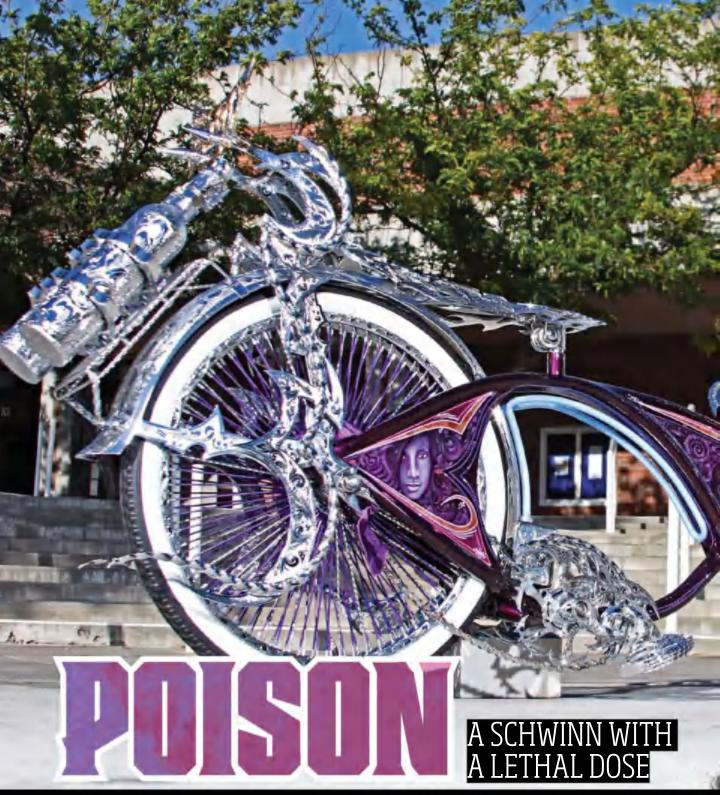
- **13.** The rear tip section was routed to the outside of the frame.
- 14. The last piece of the exhaust went on with ease.
- 15. The Deed's hanger was bolted to the frame finishing up the install. With the exhaust system completely installed, all that was needed was to wipe off any residue that was left on the pipes.
- **16.** From every angle you can see, not only does this exhaust system have that car show look, it also performs and sounds like a muscle car too!
- 17. This '65 Impala was ready for the next step of its build.





















By Beto Mendoza

arlos Garcia is a solar installer in Salinas, California, who began building lowrider bikes at age 13 to stay out of trouble. "I always like bikes, but it was a friend who really influenced me into the hobby. With the help of my family and friends I started to build my bike. As the years passed, I kept getting more encouragement to raise the bar on my build."

more encouragement to raise the bar on my build."
Carlos bought this 1967 Schwinn frame from a friend.
He got custom parts for it from Manny's Bike Shop in
Compton, California, Toy Shop Customs in Florida, and
Haza Designs in Sacramento, California. He then sent it
out to Milo in Gilroy, California, who sprayed candy wild
cherry. Eventually he called on Freddy Alfaro or San
Jose, California, for some freehand murals and Mr. Wim
(also of San Jose) for some intricate leafing and striping.

Jaime Castaneda of Banning, California, did all the engraving before Speedy's Metal Finishing in Long Beach, California, dipped it all in chrome. "The most challenging part of the build for me was waiting to receive all the parts. I would get anxious waiting due to my excitement of seeing all the new parts." The wait was worth it if for Carlos after earning his first trophy. He would like to thank his family, friends, REC, and the Elite family for everything.











Building a lowrider comes with many challenges. For some, their lowrider will always come first and they will do anything to finish it. "Chrome bill before the phone bill," they say. And for others, there will always be some sort of excuse as to why it is still not completed. Perhaps we can all take notes from Mauricio Curiel, of Compton, California, who, with a family of eight children, managed to put together one of the cleanest G-body lowriders in all of Southern California.

The build first began with a trip to Homies Hydraulics who would install a chrome

two-pump custom hydraulic setup with three dumps, four switches, and six solenoids.





From there, Ricardo Muñoz of RM Customs in the San Fernando Valley applied the vehicle's signature black two-stage paint with John Harris of Dreamscape creating the Mexican heritage-themed murals found throughout the car.

BB Customs Inc. in Hawaiian Gardens, California, was called upon to complete the two-tone black vinyl and gray suede inserts with Junior aka "Big Mack" creating the custom trunk panels encasing two 10-inch Kicker subwoofers powered by Fosgate amplifiers and controlled by multiple builtin Kenwood head units. With engraving completed by Carlos Salas of Pasadena, California, and custom powdercoated 13x7

wire wheels bolted on, Mauricio's dream of owning a lowrider worthy enough to represent the Stylistics Car Club had finally came true.

"It wasn't easy," says Mauricio. "This was only possible with the support of my fellow car club brothers, friends, and most importantly my family."









TECH SPECS

VELUCIE: 1984 BUICK REGAL

VEHICLE NICKNAME: MI CONSENTIDA

OWNER: MAURICIO CURIEL GAR GLUB: STYLISTICS SO. L.A.

CITY: COMPTON, CA.

ENGINE: ORIGINAL 5.0L V-8

UPHOLSTERY: BB CUSTOMS INC. IN HAWAI-IAN GARDENS APPLIED THE TWO-TONE BLACK VINYL AND GRAY SUEDE INSERTS W/JUNIOR AKA "BIG MACK" CREATING THE CUSTOM

TRUNK PANELS

BODY/PAINT: RICARDO MUÑOZ OF RM

CUSTOMS IN THE SAN FERNANDO VALLEY APPLIED THE SIGNATURE BLACK TWO-STAGE PAINT WITH JOHN HARRIS OF DREAMSCAPE CREATING THE MEXICAN HERITAGE-THEMED MURALS THROUGHOUT THE CAR

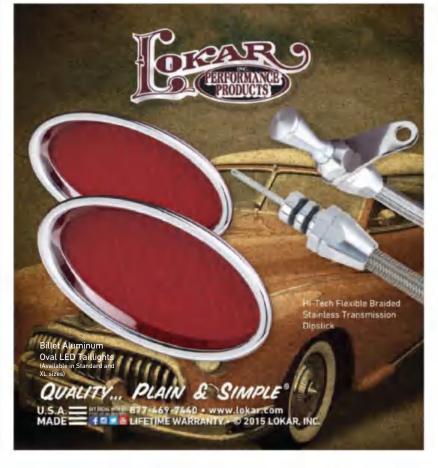
SUSPENSION: HOMIES HYDRAULICS INSTALLED THE CHROME TWO-PUMP CUSTOM HYDRAULIC SETUP WITH THREE DUMPS, FOUR SWITCHES, AND SIX SOLENOIDS.

WHEELS/TIRES: 13X7 REVERSE POWDER-COATED 100-SPOKE WIRE WHEELS / 155-80/13 WHITEWALL RADIALS

















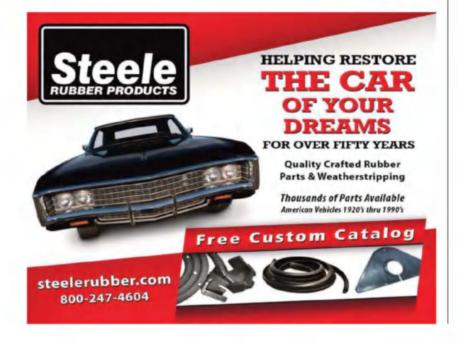












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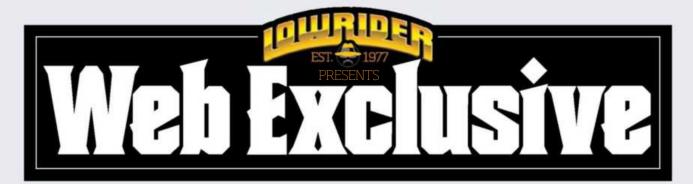
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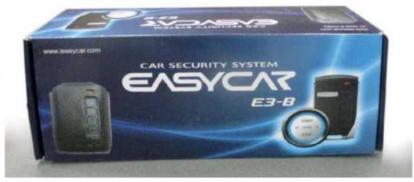


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or air suspension, pop trunk, and power windows all from a power remote that fits in the palm of your hand. We installed and secured this alarm system in a 1968 Caprice. To see the easy install performed by the crew at Custom Dimensions please visit www.lowridermagazine.com. From there you will see all the added tricks this alarmed car can perform! ■

















PEST. S 1977 PE



NEW MILLER LOW-PROFILE WELD-MASK WELDING GOGGLES

The new Weld-Mask auto-darkening welding goggles from Miller
Electric Mfg. Co. feature an extreme
low-profile design that allows
welders access into spaces
where the use of a traditional
welding helmet would be limited.
This Miller-exclusive design is usable
for gas welding and cutting, as well as

light-duty MIG, TIG, and stick welding. It is ideal for maintenance, repair, and installation applications, and specialized welding applications where alternative welding protection is needed due to space constraints.

For optimum comfort and protection, the lightweight Weld-Mask design significantly reduces neck strain and offers a tight-fitting eye covering to block out light from the welding or cutting arc. A flame-retardant head cover provides protection against UV/IR rays and light spatter, while the replaceable silicon skirt design ensures a comfortable fit for a variety of face profiles.

The Weld-Mask is usable under hard hats without the need for an adapter. Available with shade numbers 5, 7, 9, 11 and 13, the Weld-Mask also features a light state shade number 3 to provide clear vision between welding or cutting, and it provides 1,000 hours of battery life. A lens frame is included for the easy addition of a prescription or magnifying lens. Two sensors and a switching speed of 1/15,000 seconds ensure consistent protection. The Weld-Mask meets ANSI, CSA, CE and AS NZ standards. For more info, go to www.millerwelds.com.



MEGUIAR'S NEW PERFECT CLARITY HEADLIGHT RESTORATION KIT

After a few years of UV exposure, the standard coatings on polycarbonate headlights can eventually break down, becoming yellow and hazy making a vehicle's headlights unsightly and a possible safety hazard. Meguiar's, the world leader in car care technology, has developed a simplified solution for this problem with

its innovative, two-step Perfect Clarity Headlight Restoration Kit.

Meguiar's Perfect Clarity Headlight Restoration Kit has been designed for hand use, but may also be used with Meguiar's DA Power System (available separately) for even faster headlight cleaning! Meguiar's Perfect Clarity Headlight Restoration Kit requires only two easy steps, simply clean, then coat! The first step removes oxidation by using Meguiar's Perfect Clarity Cleaning Solution along with the Cleaning Disc. Once all oxidation is removed, simply spray two coats of the Meguiar's Perfect Clarity Coating onto the headlight to reveal crystal-clear results with durable protection that has been lab tested to withstand up to a year's UV exposure. For more info, go to www.meguiars.com.



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Stainless steel housing offered with brite, black, red or blue anodized fittings. Black stainless steel housing offered with black anodized fittings. Available for GM, Ford, and Chrysler vehicles. Made in the USA and backed by a lifetime warranty. For more information, please call toll free (877) 469-7440 or visit www.lokar.com.



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